

NEW WRECK WITNESS WILL TELL OF SPEED

Supt. Woodward Testifies Road
Can't Find Good Safety
System.

HAS TRIED 1,500 DEVICES

Other Engineers Say They Also
Found Doherty's Mogul
Was "Stiff."

STAMFORD, Conn., June 14.—Edward S. Benson of 255 West Fifty-fifth street, New York city, who was on the rear platform of the Skylark a second before the collision, will give important testimony on Monday at the wreck inquest concerning the speed at which the Pacific locomotive was traveling when it smashed into the Pullman, killing six persons and injuring twenty others.

Benson, who since the accident has been here in the home of Dr. R. L. Bohannon of 413 Atlantic street, a friend who was severely cut about the head and back. He was visited today by Assistant Prosecutor Huxford and made a statement concerning the wreck.

Benson said that before Engineer Doherty leaped out of the window and started to give traffic warnings, he realized that a collision was imminent. He turned and dashed into the car, hoping to give warning to the passengers.

Before he had taken five steps, however, the engine struck the Pullman, hurling him to the front of the car. He was knocked unconscious, and when he revived was in Dr. Bohannon's home.

N. Woodward, general superintendent of the New Haven Railroad, was a witness today at the coroner's inquest.

He insisted that the railroad officials had taken every precaution possible to avoid wrecks, that more than 1,500 different safety devices to prevent trains from running past block signals had been tried out, but that none had proved successful. He complained that the railroad, despite the exceeding care of officials, was suffering from "an epidemic of accidents."

William Harmon, George E. Reichel and Charles Rust, all engineers who had driven engine 1338, said they found her "stiff" but had no difficulty with the air brakes. Harmon testified he was suspended for running past block signals while driving 1338, and he complained that the fault lay with the signals.

Mr. Woodward's testimony came as a surprise. He had not expected to go on the stand and had gone to the courtroom simply as a part of his day's work. When he was asked by Coroner Phelan he was called.

Woodward Explains Duties.

He told his duties in a general way and explained how passed on the qualifications of firemen when they were promoted to be engineers. He said that for six months the officials of the railroad had been conducting a special campaign among the employees with the keynote of "safety is the first consideration."

He said the officials had talked to engineers singly and in groups. "We have preached," he said, "but no signal must be disregarded. Yet we have had more than our share of accidents. There has been almost an epidemic with us."

The witness said the impression had spread that engineers were instructed to make speed, whereas safety had been the first consideration of the railroad officials.

In the last four months, continued the witness, we have discharged more than thirty engineers for disregarding signals. When a man has run as much as fifteen feet beyond a signal he has been pulled out of the engine.

And yet, our accidents continue. We can't explain how they happen. We don't know why there was an accident at Westport or Bridgeport or here at Stamford. Each of the engineers it seems was going straight to death and yet the accidents happened.

Unable to Get Signals.

Woodward was asked by the Coroner why the road did not get automatic signals.

"We would if we could get a practical system," he replied. "President Mellen offered a prize of \$20,000 for a satisfactory system. I understand that 1,500 devices were submitted, and only two of them have proved worth an experiment."

Asked about derailing trains that run past signals, Mr. Woodward explained that the railroad had such devices at drawbridges and at certain junctions with other railroads, but he added that their value was doubtful. Superintendent Woodward pointed out that the railroad must rely on human eyesight in operating their trains, because no human brain yet had perfected a device that could be relied on as infallible in checking trains that ran past signals.

"Well," said Coroner Phelan, "until a safety device has been invented, I wish the public could stop riding on trains."

William Harmon, who has been an engineer on the New Haven road since 1891, said he has been running passenger trains for the last eight years. He took engine 1338 for his first tryout. "There's all sort when new," he said. "He said he was suspended on Tuesday for running past a danger signal at South Norwalk. He said he saw a 'proceed' signal on entering the block and believed everything was clear. A moment afterward he saw that the home signal was set against him, which, according to rules, should have been clear too."

Road Will Investigate.

Coroner Phelan quickly asked Mr. Woodward to explain such a circumstance. The general superintendent explained that "such a condition of affairs is impossible." He said, however, that an investigation would be made and that if Harmon's assertion was found to be true the engineer would be reinstated and his full wages paid.

George Edward Reichel, who drove engine 1338 on Sunday between New Haven and Stamford, asserted the engine worked all right with the exception of being stiff. He had used the reverse lever and found it worked a little hard. The air brakes were all right, but he had not tried the emergency brake.

Charles Rust, who ran the engine on the day before the accident, said he observed nothing wrong with it except the "stiffness."

John F. Carroll, foreman of engines,

testified he had cautioned Doherty to be careful of 1338.

"I told him," he said, "not to let the engine get away from him. I think he ran past Bridgeport on Tuesday because of misjudgment. He did not tell me it was because the brakes would not hold."

Coroner Phelan announced at adjournment that the hearing will be continued on Monday. He said that inasmuch as President Mellen would be called as a witness before the hearing of the Interstate Commerce Commission in New Haven on Monday he would not be required to the present to appear before the coroner's inquest.

AIRBRAKE TEST TUESDAY.

Experts Will Learn Whether or Not
Doherty Was to Blame.

A group of experts will make a thorough test, probably on Tuesday, of the airbrakes on engine 1338, which smashed into the Pullman Skylark at Stamford. The experts will learn whether or not there is anything wrong with the brakes and whether the difficulty of stopping 1338 lay with the engine.

Announcement of the plan was made yesterday by A. R. Whaley, vice-president, and C. L. Bardo, general manager, of the New Haven road, who asked the public to suspend final judgment on the wreck until the findings of the committee of experts were published.

The men who have been asked to act on the committee are P. J. Langan, chief airbrake inspector of the Delaware, Lackawanna and Western; Inspector C. W. Martin of the Pennsylvania Railroad; T. L. Burton, expert of the Westinghouse Company, and Chief Inspector Charles N. Joy of the New Haven. There also will be present Inspector Howard of the Interstate Commerce Commission and Chief Inspector Elwell of the Connecticut Public Utilities Commission.

Engine Meets Requirements.

Messrs. Whaley and Bardo said that the equipment of engine 1338 had been checked carefully with the drawings and specifications of the Westinghouse Company, and that it "exceeds slightly the braking power intended." Their statement says:

"The assignment of engineers to passenger trains on the New Haven is governed by the conditions of the agreement, which until April of this year contained no limitation in the respect of speed. On November 27, 1912, General Superintendent Pollock issued an order that engineers with less than two years experience should not be selected to run passenger trains. This rule was protested by the general committee representing locomotive engineers, and could not be enforced. On April 30, this year, supplements to the engineers' agreement were issued which contained an added rule Article IX, reading: 'No engineer who has less than one year's rating as an engine driver shall be allowed to run through passenger trains.' This rule was not satisfactory to the company, but was the best that the men would agree to, and it was accepted by the company as being the best of the situation at that time."

Practically every freight locomotive in this company to the position of locomotive engineer is taken from the ranks of passenger firemen who serve anywhere from one to four years in this capacity, and are therefore familiar with the handling of passenger trains.

Pullman Contract Explained.

A statement was made in the local office of the New Haven Railroad that a contract required the Pullman company to replace the parlor and sleeping cars, observation cars and buffet smoking cars with steel cars of the most approved types of such kinds and styles as the "railroad company shall desire for operation on its lines." The statement was made as soon as practical after the contract dated January 1, 1913, became effective.

The statement says the first steel cars furnished by the Pullman company were for the two limited trains, called the Merchants Limited, consisting of six cars and a diner. In addition Pullman cars furnished include twenty-five all-steel Pullman cars, forty-six cars with steel underframes, and sheathing, twelve all-steel Pullman trains are almost completed, and twenty more cars with steel underframes are expected daily.

The New Haven company has in use or under order, in addition to the equipment mentioned, twenty-six steel day coaches, forty-three steel day coaches, part of the same order, to be delivered and under order fifty steel vestibule day coaches, fifty steel vestibule day coaches, fifty steel vestibule day coaches, twenty-five steel postal cars, eleven steel dining cars, twenty-three steel multiple unit passenger cars with motors and twenty-two steel multiple unit passenger cars without motors.

Whaley Makes Statement.

Vice-President Whaley gave out a statement in the afternoon, telling of the work the officials have done in the last six months in impressing on all employees the necessity for care in handling trains. He said:

"The human equation must be necessary in all times involved in the operation of a railroad and be particularly emphasized in the case of a railroad with the large passenger business of the New York, New Haven and Hartford. Realizing this fact, however, it has been the concerted aim of both the officials of the company and the men themselves, acting in the cooperative spirit, to minimize as much as possible the danger arising from this element."

To accomplish this purpose an earnest effort has been made since February 1, having for its object the bringing of the officials and the men in the closest personal contact and emphasizing the importance of safety in the operation of the road.

"Since that date meeting have been held constantly, generally on Sundays or in the evening, for the purpose of discussing safety measures and other points of operation."

188,037 KILLED IN 24 YEARS.

U. S. Railroad Casualties Also Include 1,395,410 Injured.

WASHINGTON, June 14.—According to figures compiled by the safety appliance division of the Interstate Commerce Commission the number of lives lost on railroads in the United States in the twenty-four years ended in October, 1912, reached the appalling total of 188,037.

In the same period there were 1,395,410 persons injured on the railroads of the United States. This is an average of 7,885 persons killed and 58,150 injured every year, or an annual total of nearly 60,000 persons killed and injured. It means that for every day during the last twenty-four years 181 persons have been killed or injured—nearly eight an hour—or one every seven minutes.

The statement containing these figures was prepared for Commissioner McChord, who is in charge of wreck investigations and who will begin a hearing at Bridgeport, Conn., on Wednesday next into the causes leading to the Stamford wreck.

According to the statement collisions

and derailments alone were responsible for 4,163 deaths, 63,902 injured and a property loss of \$50,025,308 during the five year period, 1907 to 1911. Under the law all accidents must be reported to the commission and the statement sets forth that the number of collisions and derailments during this period was 61,806.

REPORTERS HONOR HUMES.

Praise His Fidelity to His Paper
When Mortally Hurt in Wreck.

The Association of City Hall Reporters of New York adopted resolutions yesterday upon the death of Gregory T. Humes, a reporter for the New York World who was mortally injured in the railroad wreck at Stamford last Thursday.

The resolutions made special mention of Mr. Humes' fidelity to his newspaper when he was himself "smashed up" as follows:

"In a profession which makes unbounded demands upon the men who make it in no one ever grasped its ideals in a finer way than Gregory Humes. The words which he uttered are bound to pass down to many generations of newspaper men as a lesson in the language of the profession which he honored in his death. He was on the story to the last."

A committee was appointed to consider a suitable permanent memorial to the memory of Mr. Humes. The committee arranged to have a wreath placed upon his casket in St. Louis.

SENATOR BORAH NOT TO RETURN.

Other Investigators May Leave Coal
Fields To-morrow.

WASHINGTON, June 14.—Senator Borah of Idaho returned today from the West Virginia coal mining region and will not return. The Senator said that his colleagues on the committee would be here early next week, probably on Monday.

The committeemen feel that they have about all the information they need to make up their report.

GUGGENHEIM PRAISES GAYNOR.

Says All the Present City Officials
Should Be Re-elected.

Isaac Guggenheim said yesterday before sailing for Europe on the steamship George Washington that he regarded the administration of Mayor Gaynor as "most able and businesslike. When Mr. Guggenheim was asked his opinion as to the municipal campaign he said:

"I have been asked this question a number of times, but heretofore I have not cared to express an opinion. I am not a politician and therefore do not have much to say on subjects of this kind. However, I think we have had a very able and businesslike administration from all those who were elected to take charge of our city affairs."

"Mayor Gaynor, in my mind, has made most excellent Mayor and I don't think we ever had a better President of the borough of Manhattan than Mr. McAneny, now a better Controller or District Attorney than Messrs. Prendergast and Whitman, and I believe that Mr. McAneny, as President of the borough of Brooklyn, The Bronx and Queens respectively, and Mr. McAneny, as President of the Board of Aldermen have filled their offices with credit and ability."

"A great deal has been accomplished under this administration and we would look for the time before we find better men to fill these high offices. I am very strongly in favor of having the same ticket re-elected."

"I am not alone in this opinion, as I hear the highest praise among business men who have stopped to consider what the Mayor has accomplished, and I think at the proper time the Mayor will have a great following in business circles."

CITY NEEDN'T PAY IF MEN FIGHT.

Appellate Division Denies Damages
for Injuries to Painters.

The Appellate Division of the Supreme Court decided yesterday that the city of New York is not responsible for injuries to a person when caused by the act of an angry fellow employee. In the case before the court, William A. Albert, painter on the municipal ferry boat Richmond, fell from a scaffold while he was painting a ceiling.

An acknowledgment for damages in the lower court, but the Appellate Division finds that there were forty painters working on the scaffold when it collapsed and dared another painter to fight.

When the men were separated one of them leaped back up on the scaffold, causing a support to break. The injury to Albert followed.

In setting aside the judgment the court finds that the city was under no legal duty to guard against such violence of an angry workman.

JAPAN WANTS TREATY RENEWED.

It's Arbitration Convention Which
Expires on August 24.

WASHINGTON, June 14.—Secretary of State Bryan announced this noon that the Government of Japan had through its Ambassador here signified its willingness to renew the arbitration treaty between the two countries, which expires by limitation on August 24 next. Mr. Bryan had previously made known the willingness of the United States to renew the treaty.

In view of the failure of the British, Spanish and Italian arbitration treaties in the Senate two weeks ago owing to objections on the part of Senators unwilling to submit the arbitration of Japan to the arbitration of the United States, Mr. Bryan's announcement is regarded as creating a most interesting situation. It has been the opinion in the Senate since the successful fight against the other arbitration treaties that none of the treaties now in force could be renewed by Mr. Bryan would be ratified.

Mr. Bryan said this noon, however, that he was confident that the renewed arbitration treaty with Japan would be ratified by the Senate.

NO \$2,500 FOR SULZER'S MAN.

Carmony Says State Can't Pay for
Washington's Trip to London.

ALBANY, June 14.—State Comptroller Sulzer, without delay, refused to comply with the request of State Commissioner of Highways John N. Carlisle to advance \$2,500 to William D. Washington of New York, a member of the State Board of Advisory Highway Engineers, for expenses for a trip to London to attend the International Road Congress in London this summer, according to an opinion given today by Attorney-General Carmody.

Attorney-General Carmody said that he knew of no provision in the law which would permit the payment of expenses from the \$30,000,000 good roads fund voted at the last election being that they should be paid upon properly verified claims to which proper vouchers are attached.

The opinion points out also that there is no special fund from which to draw the money.

\$750,000 Klondike Gold Shipment.

JUNEAU, Alaska, June 14.—Seven hundred and eighty thousand dollars worth of Klondike gold was shipped today to the Seattle Steam Office, consigned to San Francisco. This is the first shipment of Alaska gold this year.

LIKE DARK AGES AT MINES, SAYS MARTINE

Senator Asserts Feudalism of
Worst Kind Abounded in
West Virginia.

HEAR OF "DEATH SPECIAL"

Striker's Wife Tells Investi-
gators of Being Shot
Shielding Children.

CHARLESTON, W. Va., June 14.—Senator Martine of New Jersey, who presided today at the investigation being made into the Cabin Creek and Paint Creek mining situation by the Senate committee, made to-night the following statement:

"In my opinion the testimony brought out in the last two days proves that feudalism of the dark ages existed in the West Virginia coal fields. A condition unbelievable and shameful to the country is indicated."

The trail of what the striking coal miners dubbed the "death special," the armored train that traversed the Paint Creek and Cabin Creek bituminous fields of West Virginia for months, was followed to-night by the committee.

Scores of witnesses told how this train, with a steel clad engine and bullet proof baggage car, and carrying two rapid fire guns with a capacity of 150 shots a minute, sped through the night along the heavily wooded banks of the twisting little rivers and shot up the camps of the strikers at Holly Grove and the various rendezvous of the miners.

"Death Special" Runs at Night.

With lights extinguished, many witnesses swore the train shuttled backward and forward through the mining region, carrying strike breakers or mine guards to where they were most needed.

The strikers, their women and their sympathizers related their side of the controversy. Mrs. Annie Hall, who tried to shield her little children with her body, told the Senators how she sprang from her bed with the rattle of the first shot from the train and was herself shot in the foot as she interposed her form between the leaden hail and her babies.

William Buzzard related how a strike breaker was shot for refusing to obey the order to sit down given by a mine guard in a crowded train.

Representatives of the operators on Monday will call witnesses who, they say, will refute this testimony. They told the committee that they will show that the shooting told of by Buzzard was accidental and will assert that at the shooting up of the Holly Grove camp, in which Mrs. Hall was wounded, the guards and railroad men on the train fired only after they had been attacked with a volley from the camp.

All of today's witnesses agreed that the actions of the armed mine guards brought into the district after the strike had been in progress three months were responsible for all of the trouble.

Chief of those to place this responsibility on the guards was ex-Gov. Glasscock, who insisted that the principal reason that he called out the militia was to disarm the guards. The former Executive said that the refusal of the operators to consent to arbitration kept the trouble going. They had been willing to arbitrate, he said, then the controversy would have been settled more than a year ago.

Coal Operator Is Accused.

A coal operator was named to-night as having participated in one battle. He was Quinn Morton, said to be a millionaire. Lee Calvin, who swore he was in the armored train that shot up Holly Grove, not only alleged that Morton was on the train, but that after the shooting Morton ordered the train backed up again so that "they could give them another round."

Senator Martine demanded from the witness what manner of man Morton was and the New Jersey man was accused of bias and prejudging the case by naming a Jackson for the operators.

"I'll produce Morton before you," shouted Jackson.

"Then God help me," responded Martine.

"Quinn Morton is one of the most reputable citizens of this State and will refute this damned lie," emphatically insisted Jackson, and you should not condemn a man before he is heard."

Calvin, formerly a mine guard, testified that he was engaged as a deputy sheriff for a trip up the creek on the "death special," and swore positively that the first shot was fired from the rapid fire gun on the train. He swore that he and his associate deputies were warned not to associate to raise the windows, but to stage away through glass, and that not more than four shots were fired from the dark camp of the miners in return. He alleged that the rapid gun fire and the rifle volleys from the darkened armored train continued from the time the camp was reached until it had been passed.

Say Right Attack Was Planned.

Calvin testified that the posse deliberately planned and carried out the night attack on all rights out. He said, the train crept through the darkness and passing through the camp opened fire on the tents and houses of the strikers.

Calvin said he had his head out of the window, not dreaming of what was to happen, when the engine whistled two times. Instantly a line of fire flashed from the windows and there arose a thunderous roar. The machine guns played incessantly, sweeping the camp and the hills on both sides.

Calvin asserted that Morton asked for fighting men "to go on the special, composed of two cars."

The train then passed on to Mucklow, stayed all night and returned the next day to Charleston, where it was said that the strikers had shot at the train and the fire was returned. One miner was killed by a bullet as he was running around his house with his baby to put it in safety.

An odd occurrence relieved the tension of an exciting session. A moving picture man started to photograph the scene. Everybody in the room posed.

"Mix around, shake hands, talk, laugh," shouted the movie man, waving his hand and turning the crank. Dignified Senators, miners, mine owners, negroes, detectives, newspaper men, ex-Governors, lawyers and State officials and industrial foes smilingly began shaking hands with each other, chatting and joking.

See Other Sunday Papers for Additional News of Special Sales

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No Purchase Is Necessary—Just Ask for a Free Set of Surety Coupons at the Various Coupon Booths Throughout the Store.

10 Surety Coupons FREE to Start Each New Book and 30

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One of these sets of 30 Free Coupons will be given for each Surety Coupon Book you hold. Start as many new books as you want to fill and the 40 Free Surety Coupons will be in each. You need not make purchases to receive these Free Surety Coupons—just ask for them. The usual Surety Coupons are given with purchases. Double Coupons in the morning, single Coupons after noon.

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From the largest and best known importers and distributors of a world-famous brand of hosiery.

Every year about this time these great importers assemble all the sample boxes of hosiery from the trunks of the numerous salesmen and from their show rooms in the large cities throughout the country. Every year this enormous collection comes to O'Neill-Adams and every year it is the biggest sale of the season because every man and woman recognizes the event and knows the extraordinary values it always presents.

Very Unusual in a Sample Sale—A Good Range of All Sizes

25c to 35c Silk and Lisle Hosiery at 14^c pair

35c to 85c Silk and Lisle Hosiery at 23^c pair

For Women: Lisle & Cotton Hosiery. Socks with reinforced heels, toes and soles, in all the wanted colors. For Men: Silk, Lisle and Cotton Socks with reinforced soles, heels and toes in all the most popular colors.

EXTRA—WOMEN'S \$1.25 to \$2.00 THREAD SILK STOCKINGS—Pure Thread Silk, high spliced heels, double soles and lisle garter tops; also silk tops in black, tan and colors 79c

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Results in This Unprecedented Sale—Four Big Lots of New Couch Hammocks at Record-Breaking Prices

Purchased from a very famous manufacturer at our own price on condition that the name is not mentioned in connection with the sale. If we printed it you would recognize it at once and you would know that these hammocks are the best made in America.



This is the first time we have ever known couch hammocks to be sold at the very beginning of the Summer season at such sensationally low prices. Therefore it is a moment of extraordinary opportunity for those who are furnishing Summer homes, bungalows, etc.

Not the least important thing is that these special sale items can be bought on the Club Plan, a dignified system of easy payments

Each couch hammock is carefully inspected before leaving our shipping room. Yet every hammock is sold under our guarantee. Money willingly refunded if not thoroughly satisfied.

Lot No. 1
\$6.00 Couch Hammocks

\$3.98

Lot No. 2
\$9.50 Couch Hammocks

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An extraordinary value. Note when looking at this lot the rust-proof oil tempered steel spring with extra strong tubular frame work, high wind shield, all covered with extra strong steel chains. The mattress is the best that has ever been offered on a hammock at such a low price; four inch box style, well made and fully tufted.

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All steel tubing frames with patent joint construction, making them strong and rigid; non-rustable spring, soft top and bottom mattresses covered in denim, well filled and tufted; some have front bands made of heavy duck and laced ends, others have valances; each Hammock has magazine pockets and chain or rope supports.

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